

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

115

City of Harrisonburg

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
11 Main St	City of Harrisonburg	0.91	14000	G	96%	0%	1%	1%	1%	0%	F	0.092	F	0.549	15000	G	
11 Main St	City of Harrisonburg	1.77	20000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.510	22000	G	
11 S Main St	City of Harrisonburg	0.87	18000	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.527	20000	G	
11 S Main St	City of Harrisonburg	0.65	23000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.524	26000	G	
11 Main St NB	City of Harrisonburg	0.47	7200	G	96%	1%	1%	1%	2%	0%	F	0.089	F	NA	7900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							13000	G							14000	G	
11 33 Main St NB	City of Harrisonburg	0.02	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N	NA	7900	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							13000	N							14000	N	
11 33 Main St NB	City of Harrisonburg	0.03	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N	NA	7900	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							9900	N							11000	N	
11 Main St NB	City of Harrisonburg	0.34	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N	NA	7900	N	
Combined Traffic Estimates for Parallel Roadways on this Route:							NA								NA	NA	
11 N Main St	City of Harrisonburg	0.68	7000	G	96%	0%	1%	0%	2%	0%	C	0.089	F	0.63	7700	G	
11 N Main St	City of Harrisonburg	0.44	6800	G	96%	0%	1%	0%	2%	0%	F	0.091	F	0.591	7500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							NA								NA	NA	
11 _p Liberty St	City of Harrisonburg	0.47	6000	G										NA	6400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							13000	G						NA	14000	G	
11 _p Liberty St	City of Harrisonburg	0.23	5200	G	96%	1%	1%	1%	1%	0%	C	0.085	F		5200	G	
11 33 Noll Dr	City of Harrisonburg	0.14	2700	G										0.078	F	2900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							9900	N						NA	11000	N	
33 W Market Street	City of Harrisonburg	1.11	10000	G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.585	11000	G	
33 W Market Street	City of Harrisonburg	0.61	11000	G	95%	1%	1%	1%	2%	0%	C	0.099	F	0.609	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							SR 42 S High St										

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							2Axle	3+Axle	1Trail	2Trail						
33 W Market Street	City of Harrisonburg	0.16	4500	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.632	4900	G
33 Main St NB	City of Harrisonburg	0.02	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 N NA																14000 N
33 E Market Street	City of Harrisonburg	0.11	7200	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.542	7900	G
33 E Market Street	City of Harrisonburg	0.87	13000	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.572	14000	G
33 E Market Street	City of Harrisonburg	0.61	23000	G	97%	0%	1%	0%	2%	0%	C	0.09	F	0.594	26000	G
33 E Market Street	City of Harrisonburg	0.59	26000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.521	29000	G
33 E Market Street	City of Harrisonburg	1.07	17000	G	96%	0%	1%	1%	1%	0%	C	0.084	F	0.577	18000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9900 N NA																11000 N
33 Main St NB	City of Harrisonburg	0.03	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9900 N NA																11000 N
42 S High Street	City of Harrisonburg	0.13	16000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.536	18000	G
42 S High Street	City of Harrisonburg	1.27	19000	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.507	21000	G
42 S High Street	City of Harrisonburg	0.40	20000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.529	22000	G
42 S High Street	City of Harrisonburg	0.55	20000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.502	22000	G
42 N High Street	City of Harrisonburg	0.27	19000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.504	20000	G
42 Virginia Ave	City of Harrisonburg	0.44	11000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.555	12000	G
42 Virginia Ave	City of Harrisonburg	0.60	10000	G	96%	0%	1%	1%	1%	0%	C	0.089	F	0.586	11000	G
42 Virginia Ave	City of Harrisonburg	0.83	12000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.58	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: NCL Harrisonburg																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 	From: SCL Harrisonburg	0.50	24000	G	73%	1%	1%	1%	23%	2%	F	0.072	F	24000	G	
North 	From: US 11	2.83	26000	A	73%	1%	1%	1%	23%	2%	C	0.099	A	26000	A	
North 	From: 82- 659 Port Republic Road	1.51	26000	G	73%	1%	1%	1%	23%	2%	F	0.086	F	26000	G	
North 	From: US 33	1.60	22000	G	73%	1%	1%	1%	23%	2%	F	0.087	F	22000	G	
South 	From: NCL Harrisonburg	1.01	25000	G	75%	1%	1%	1%	21%	2%	F	0.07	F	24000	G	
South 	From: US 11	2.63	25000	A	75%	1%	1%	1%	21%	2%	C	0.104	A	25000	A	
South 	From: 82-659 Port Republic Road	1.50	24000	G	75%	1%	1%	1%	21%	2%	F	0.069	F	24000	G	
South 	From: Port Republic Road 82-659	1.30	26000	G	75%	1%	1%	1%	21%	2%	F	0.07	F	26000	G	
South 	From: US 33	0.62	26000	G	75%	1%	1%	1%	21%	2%	F	0.07	F	26000	G	
From: US 11 S Main St	City of Harrisonburg	0.48	16000	G	96%	0%	1%	1%	2%	0%	C	0.088	F	0.535	18000	G
From: I-81	City of Harrisonburg	0.62	19000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.774	21000	G
From: Turner Ashby Lane	City of Harrisonburg	0.71	6600	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.678	7300	G
From: ECL Harrisonburg	City of Harrisonburg	0.71	6600	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.678	7300	G

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(F238) Buffalo Dr	0.07	NA				From: NCL Harrisonburg					NA			NA		
						To: Dead End										
(1) Vine St	1.42	8900	G	96%	0%	2%	1%	1%	0%	C	0.094	F	0.503	9800	G	2005
						From: E Market St										
						To: N Main St										
(3) Eastover Dr	0.44	2400	G	96%	0%	1%	0%	2%	0%	F	0.118	F	0.703	2600	G	2005
						From: Paul St										
						To: Reservoir St										
(4) E. Washington St	0.24	3700	G	94%	1%	3%	2%	1%	0%	F	0.104	F	0.526	4000	G	2005
						From: 115-4115 N Liberty Street										
						To: N Main St										
(4) E. Washington St	0.72	3700	G	94%	1%	3%	2%	1%	0%	C	0.090	F	0.522	4000	G	2005
						To: Vine St										
(5) Acorn Dr	1.16	3600	G	96%	0%	1%	0%	2%	0%	C	0.097	F	0.591	4000	G	2005
						From: SR 42										
						To: Mt Clinton Pike										
(6) Park Rd	0.58	2500	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.597	2800	G	2005
						From: Mt Clinton Pike										
						To: Shank Dr										
(6) Park Rd	0.34	1600	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.598	1800	G	2005
						To: Harmony Rd										
(7) Harmony Rd	0.23	1200	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.583	1300	G	2005
						To: SR 42										
(4100) Mosby Rd	0.35	6600	G	96%	0%	1%	0%	2%	0%	C	0.093	F	0.525	7200	G	2005
						From: WCL Harrisonburg										
						To: Mosby Ct										
(4100) Mosby Rd	0.26	7900	G	96%	0%	1%	0%	2%	0%	F	0.094	F	0.500	8600	G	2005
						To: Main St										
(4102) Pleasant Hill Rd	0.78	10000	G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.514	11000	G	2005
						To: US 11 S Main St										
(4102) Stone Spring Rd	0.65	10000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.542	11000	G	2005
						From: US 11 Pleasant Hill Rd										
						To: Ramblewood Rd										
(4102) Stone Spring Rd	0.53	9700	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.577	11000	G	2005
						To: ECL Harrisonburg										
(4103) Central Ave	0.14	1600	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.638	1800	G	2005
						To: Sharon St										
(4103) Central Ave	0.91	1000	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.657	1100	G	2005
						To: Maryland Ave										
(4104) South Ave	0.52	5900	G	98%	0%	1%	0%	1%	0%	C	0.09	F	0.514	6500	G	2005
						To: S High St										
(4105) Maryland Ave	0.44	8400	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.541	9200	G	2005
						To: Main St										
(4106) Cantrell Ave	0.57	11000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.588	12000	G	2005
						To: High St										
(4106) Cantrell Ave	0.68	13000	G	98%	0%	1%	1%	1%	0%	C	0.086	F	0.552	15000	G	2005
						To: Ott St										
(4106) Cantrell Ave	0.18	9900	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.66	11000	G	2005
						To: Reservoir St										
(4106) Cantrell Ave						To: E Market St										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4107) Reservoir St	0.97	7600	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.652	8300	G	2005
From: SCL Harrisonburg																
(4107) Reservoir St	0.57	17000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.557	19000	G	2005
From: University Blvd																
(4107) Reservoir St	0.89	10000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.503	11000	G	2005
From: Eastover Dr																
(4107) Sterling St	0.13	1500	G	95%	1%	2%	1%	2%	0%	F	0.105	F	0.519	1600	G	2005
From: E Market St																
(4107) Gay St	0.45	2700	G	95%	1%	2%	1%	2%	0%	F	0.097	F	0.667	3000	G	2005
From: Sterling St																
(4107) Gay St	0.33	5100	G	95%	1%	2%	1%	2%	0%	C	0.091	F	0.52	5600	G	2005
From: Mason St																
(4107) Gay St	0.11	3800	G	95%	1%	2%	1%	2%	0%	F	0.090	F	0.618	4200	G	2005
From: N High St																
(4107) Chicago Ave	0.58	6200	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.52	6700	G	2005
From: Chicago Ave																
(4107) Chicago Ave	0.43	6500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.52	7100	G	2005
From: Waterman Dr																
(4107) Chicago Ave	0.43	6500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.52	7100	G	2005
From: Waterman Ave																
To: Mt Clinton Pike																
(4108) Paul St	0.64	1600	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.512	1700	G	2005
From: Eastover Dr																
(4108) Paul St	0.14	870	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.591	950	G	2005
From: Mason St																
(4109) Grace St	0.27	3600	G	97%	0%	1%	0%	1%	0%	C	0.091	F	0.595	3900	G	2005
From: High St																
(4109) Grace St	0.14	5800	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.55	6300	G	2005
From: Main St																
(4109) Grace St	0.14	5800	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.55	6300	G	2005
From: Mason St																
(4109) Mason St	0.10	6100	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.618	6700	G	2005
From: Grace St																
(4109) Mason St	0.20	4400	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.675	4800	G	2005
From: Cantrell Ave																
(4109) Mason St	0.41	5300	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.613	5800	G	2005
From: Paul St																
(4109) Mason St	0.44	6400	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.555	7000	G	2005
From: Market St																
(4110) Wolfe St	0.23	2700	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.64	3000	G	2005
From: N High St																
(4110) Wolfe St	0.69	1200	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.548	1300	G	2005
From: Old Furnace Rd																
(4110) Old Furnace Rd	0.29	3200	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.668	3500	G	2005
From: Wolfe St																
(4110) Old Furnace Rd	0.91	2300	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.633	2600	G	2005
From: Vine St																
(4110) Old Furnace Rd	0.76	8600	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.515	9400	G	2005
From: ECL Harrisonburg																
(4113) Country Club Dr	0.85	13000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.531	14000	G	2005
From: Linda Lane																
(4113) Country Club Dr	0.76	8600	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.515	9400	G	2005
From: US 33																

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4114) Kratzer Ave	0.12	2900	G							0.112	F	0.759	3200	G	2005	
						From:	Noll Dr									
						To:	N Liberty St									
(4115) Liberty St	0.25	3100	G	92%	1%	2%	1%	4%	0%	F	0.109	F	0.6	3400	G	2005
						From:	Noll Dr									
						To:	Kratzer Ave									
(4115) Liberty St	0.32	5200	G	92%	1%	2%	1%	4%	0%	F	0.098	F	0.571	5700	G	2005
						From:	Edom Rd									
(4115) Liberty St	0.32	3900	G	92%	1%	2%	1%	4%	0%	F	0.091	F	0.552	4300	G	2005
						To:	Charles St									
(4115) Liberty St	0.80	3300	G	92%	1%	2%	1%	4%	0%	C	0.096	F	0.512	3600	G	2005
						To:	NCL Harrisonburg									
(4116) Pike Church Rd	0.14	1900	G	92%	1%	1%	1%	5%	0%	C	0.106	F	0.57	2000	G	2005
						From:	S Main St									
						To:	WCL Harrisonburg									
(4117) Pear St	1.09	3200	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.509	3500	G	2005
						From:	Mosby Rd									
						To:	Pleasant Hill Rd									
(4118) Erickson St	0.72	7700	G	96%	0%	1%	1%	2%	0%	C	0.088	F	0.622	8400	G	2005
						From:	WCL Harrisonburg									
						To:	S High St									
(4119) Garbers Church Rd	0.05	3300	G	96%	0%	1%	2%	1%	0%	F	0.106	F	0.624	3600	G	2005
						From:	SCL Harrisonburg									
						To:	Erickson St									
(4119) Garbers Church Rd	1.48	3000	G	96%	0%	1%	2%	1%	0%	C	0.099	F	0.631	3300	G	2005
						From:	Erickson Ave									
(4119) Switchboard Rd	0.20	1600	G	96%	0%	1%	2%	1%	0%	F	0.113	F	0.561	1800	G	2005
						From:	US 33 Market St									
						To:	NCL Harrisonburg, 82-910									
(4120) Waterman Dr	0.84	4300	G	94%	1%	2%	1%	3%	0%	C	0.091	F	0.507	4700	G	2005
						From:	W Market St									
						To:	Chicago Ave									
(4121) Mt Clinton Pike	0.19	6300	G	94%	1%	2%	1%	3%	0%	F	0.106	F	0.570	6900	G	2005
						From:	WCL Harrisonburg									
						To:	College Ave									
(4121) Mt Clinton Pike	0.10	6600	G	94%	1%	2%	1%	3%	0%	F	0.107	F	0.563	7200	G	2005
						From:	Chicago Ave									
(4121) Mt Clinton Pike	0.37	7400	G	95%	0%	2%	1%	2%	0%	C	0.095	F	0.533	8100	G	2005
						To:	SR 42 Virginia Ave									
(4121) Mt Clinton Pike	1.29	7300	G	94%	1%	2%	1%	3%	0%	F	0.093	F	0.513	8000	G	2005
						From:	Virginia Ave									
						To:	N Main St									
(4122) Edom Rd	0.21	2600	G	97%	0%	1%	0%	1%	0%	F	0.105	F	0.615	2900	G	2005
						From:	Virginia Ave									
						To:	N Liiberty St									
(4124) Bruce St	0.15	2100	G	97%	0%	1%	0%	1%	0%	C	0.090	F	0.836	2300	G	2005
						From:	S High St									
						To:	Liberty St									
(4124) Bruce St	0.22	1700	G	97%	0%	1%	0%	1%	0%	F	0.105	F		1800	G	2005
						To:	Mason St									
(4125) Keezletown Rd	0.76	2100	G	95%	1%	2%	1%	1%	0%	F	0.107	F	0.602	2300	G	2005
						From:	Country Club Rd									
						To:	ECL Harrisonburg									
(4127) Greendale Rd	1.05	3200	G	95%	1%	2%	1%	1%	0%	C	0.105	F	0.626	3500	G	2005
						From:	Pleasant Valley Rd									
						To:	ECL Harrisonburg									

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City of Harrisonburg																
(4128) Pleasant Valley Rd	0.67	4900	G	87%	1%	1%	3%	8%	0%	F	0.096	F	0.555	5400	G	2005
(4128) Pleasant Valley Rd	0.73	7000	G	87%	1%	1%	3%	8%	0%	C	0.093	F	0.521	7600	G	2005
2nd Street	300		G								0.111	F		330	G	2005
Alleghany Ave	160		G								0.119	F		170	G	2005
Blue Ridge Rd	4100		G								0.091	F		4400	G	2005
Bluestone St	160		G								0.137	F		180	G	2005
Broad View Dr	470		G								0.106	F		510	G	2005
Campbell St	290		G								0.096	F		320	G	2005
Carlton St	6700		G								0.107	F		7300	G	2005
Cedar St	150		G								0.13	F	0.571	170	G	2005
Charles St	2200		G								0.111	F		2400	G	2005
Clay St	260		G								0.143	F		280	G	2005
Clinton St	270		G								0.104	F	0.517	290	G	2005
Crawford St	1500		G								0.147	F	0.536	1600	G	2005
Crawford St	1200		G								0.155	F	0.605	1300	G	2005
Dale Cir	90		G								0.158	F		100	G	2005
E Gay St	4600		G								0.095	F		5100	G	2005
Elmwood Dr	250		G								0.109	F		270	G	2005
Green St	150		G								0.13	F		160	G	2005

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<u>City of Harrisonburg</u>															
Hartman Dr	210	G								0.111	F		230	G	2005
			From:			W. Gay St									
			To:			Second St									
Hillandale Ave	660	G								0.148	F		730	G	2005
			From:			S. Dogwood Dr									
			To:			S. High St.									
Hillcrest Dr	280	G								0.172	F		300	G	2005
			From:			Fairview Ave									
			To:			Maplehurst Ave									
Hillside Ave	80	G								0.179	F		90	G	2005
			From:			Dead End									
			To:			Monument Ave									
Holly Hill Drive	210	G								0.143	F		230	G	2005
			From:			Moore St									
			To:			N Main St									
Monument Ave	1200	G								0.143	F		1300	G	2005
			From:			Valley St									
			To:			Bluestone St									
Moore St	120	G								0.135	F		130	G	2005
			From:			Dead End									
			To:			Holly Hill Dr									
Newman Ave	880	G								0.102	F		960	G	2005
			From:			N. Main St									
			To:			Federal St									
S. Dogwood Dr	1500	G								0.092	F		1600	G	2005
			From:			South Ave									
			To:			Ridge Rd									
South Ave	940	G								0.111	F		1000	G	2005
			From:			S. Dogwood Dr									
			To:			Sharps Dr									
Spottswood Dr	130	G								0.147	F		140	G	2005
			From:			N. Blue Ridge Rd									
			To:			N. Carlton St									
Star Crest Dr	380	G								0.118	F		420	G	2005
			From:			Blue Ridge Rd									
			To:			Alleghany Ave									
Statton Rd	50	G								0.177	F	0.611	50	G	2005
			From:			Wolfe St									
			To:			W Gay St									
Sutter St	220	G								0.098	F		240	G	2005
			From:			Jefferson St									
			To:			Dead End									
Valley St	220	G								0.137	F		240	G	2005
			From:			Fry Ave									
			To:			Monument Ave .									
W. View St	220	G								0.126	F		250	G	2005
			From:			S. Mason St									
			To:			Ott St									
W. Water St	440	G								0.145	F		480	G	2005
			From:			Brook Ave									
			To:			Academy St									
Walnut St	420	G								0.086	F		460	G	2005
			From:			Grace St									
			To:			Dead End									
Willow St	1000	G								0.115	F		1100	G	2005
			From:			W Gay St									
			To:			Second St									

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<u>City of Harrisonburg</u>															
Wilson Ave	120	G								0.176	F	0.535	130	G	2005